

OPNAVINST 5750.12K

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Command Operations Report

This report is required by commands listed in **SNDL Parts 1 & 2** and all operational **Task Forces Group and Units** temporarily established to meet operational requirements.

The report format is divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. Required information is identified in specific sections of the form. Instructions on submitting this form and the required attachments are at the end.

1. Command Data

Name of your Command or Organization: **COMCARAIRWING ELEVEN**

Unit Identification Code (UIC), per the SNDL: **09734**

Name and Rank of Commander/Commanding Officer/Officer in Charge:

Last: **Mannix** First: **Kevin** Rank: **CAPT**

Date Assumed Command (date format YYYY-MM-DD): **2012-11-27**

Mission/Command Employment/Area of Operations: **The mission of Carrier Air Wing ELEVEN is to conduct prompt and sustained embarked offensive and defensive air operations as directed by the Strike Group Commander. Commander, Carrier Air Wing ELEVEN is the Strike Warfare Commander for the Strike Group and assumes operational and administrative control of all assigned squadrons while embarked. Offensive missions include overland strike, air superiority, war-at-sea strike, support of amphibious operations, mining, electronic warfare, armed reconnaissance and tactical land attack missile employment. The defensive missions include anti-air warfare, anti-submarine warfare, electronic intelligence collection, electronic defense and combat search and rescue. Supporting missions of Carrier Air Wing ELEVEN include vertical replenishment, air-to-air refueling, anti-ship warfare commander support, anti-air warfare commander support, anti-submarine warfare commander support, information operations support, and maritime security operations.**

Permanent Location (Home Port for deployable units): **Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA.**

Immediate Superior In Command:

Operational: **Commander, Carrier Strike Group ELEVEN**

Administrative: **Commander, Naval Air Force, Pacific**

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable):
CTF 170 during RIMPAC 2012.

Names(s) of Forces, Commands, Ships, Squadrons or Unit assigned or under your operational control (if applicable): **Strike Fighter Squadron ONE FIVE FOUR, Strike Fighter Squadron ONE FOUR SEVEN, Strike Fighter Squadron ONE FOUR SIX, Marine Fighter Attack Squadron THREE TWO THREE, Carrier Airborne Early Warning Squadron ONE ONE SEVEN, Electronic Attack Squadron ONE FOUR TWO, Helicopter Sea Combat Squadron SIX, Helicopter Maritime Strike Squadron SEVEN FIVE, and Fleet Logistics Support Squadron THREE ZERO (Detachment Three).**

Type and number of Aircraft and Tail Codes, if applicable

- (1) Strike Fighter Squadron ONE FIVE FOUR: 12 F/A-18E bearing tailcode NH 1XX.**
- (2) Strike Fighter Squadron ONE FOUR SEVEN: 12 F/A-18F bearing tailcode NH 2XX.**
- (3) Strike Fighter Squadron ONE FOUR SIX : 10 F/A-18C bearing tailcode 3XX.**
- (4) Marine Fighter Attack Squadron THREE TWO THREE: 10 F/A-18C bearing tailcode 4XX.**
- (5) Electronic Attack Squadron ONE FOUR TWO: 4 EA-6B bearing tailcode NH 50X.**
- (6) Carrier Airborne Early Warning ONE ONE SEVEN: 4 E-2C bearing tailcode NH 60X.**
- (7) Helicopter Anti-Submarine Squadron SIX: 8 MH-60S bearing tailcode NH 61X.**
- (8) Helicopter Maritime Strike Squadron SEVEN FIVE: 11 MH-60R bearing tailcode NH 71X.**
- (9) Fleet Logistics Support Squadron THREE ZERO (Detachment Three): 2 C-2A bearing tailcode NH XX.**

Number of Personnel Assigned:

Officers: 261 Enlisted: 1,562 Civilian: 1

Command Point of Contact (required entry, complete in full):

Name (Rank, First Name, Middle Initial, Last Name): **LT Daniel Sweatman**

Job Title/Office Code: **PAO**

Email (both classified and unclassified, if available): **daniel.sweatman@navy.smil.mil**
daniel.sweaman@navy.mil

Phone number(s): **619-246-3350**

Command Mailing Address: **CVW-11 UNIT 25120 FPO AP 96601-4408**

2. Commander's Assessment

The Commander's Assessment briefly tells the story of the command's role in national defense and should highlight any general and specific lessons-learned. It should contain the commander's commentary, insights and reflections on the unit's activities. Attention should be directed to significant issues impacting training, operations and mission accomplishment during the reporting period. Descriptions of circumstances and sequence of events leading to major command decisions and results of those decisions are particularly desired. Also desired are accounts of specific contributions of individuals in the command to mission accomplishment. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, particular attention should be given to the commander's estimate of the situation, records of discussions and decisions, descriptions of circumstances and sequence of events leading to operational decisions and results of those decisions. For a unit returning from deployment or participating in a single operation this can normally be a single assessment. For higher-echelon commands or units engaging in multiple operations, a separate assessment for each operation in addition to an overall assessment may be appropriate.

CVW-11 began 2012 with the challenging task of reconstituting the Air Wing in preparation for reintegration with Carrier Strike Group ELEVEN. The Air Wing squadrons, with the exception of HSC-6, VAW-117 and VRC-30 DET 3 were all new to CVW-11. With the four strike fighter squadrons coming from CVW-14, which had last deployed on a 2011 WESTPAC, the Air Wing had a cohesive experience base to build on. Although HSC-6 had previously been attached to CVW-11, they had spent 2011 transitioning to a new aircraft, the MH-60S. VAQ-142 joined CVW-11 as well, making it the first time since it's re-establishment in 1997 that the squadron would be a sea going squadron. Additionally HSM-75 joined the Air Wing. The squadron, which had previously been an expeditionary SH-60B squadron, transitioned to the MH-60R in 2011 and made preparations to embark upon a CVN for the first time in its history.

The first two months of the year were spent completing various Advanced Readiness Program exercises that had begun as early as November 2011. The four strike fighter squadrons completed the Strike Fighter Advanced Readiness Program at both NAS Lemoore and NAS Fallon; VAW-117 completed the Hawkeye Advanced Readiness Program at both NAS Point Mugu and NAS Fallon; HSC-6 and HSM-75 completed the Helicopter Advanced Readiness Program at Naval Air Station North Island, Naval Outlying Field San Clemente and Naval Air Station El Centro; VAQ-142 completed the Electronic Warfare Advanced Readiness Program in Naval Air Station Whidbey Island.

CVW-11 Air Wing staff spent the months of March and April preparing for the initial CSG-11 FRTP events: Flight Deck Certification, Carrier Qualifications, Tailored Ships Training Availability (TSTA) and Final Evaluation Period (FEP). Planning conferences included the initial CSG-11 Air Defense Syndicate and the Final Planning Conference for RIMPAC. Also during March and April, HSM-75 Combat Element ONE, TWO, THREE and FOUR went underway on the USS STOCKDALE, USS SHOUP, USS LAWRENCE and USS PRINCETON respectively in order to complete Week One Workups (WOWUs).

During the month of May, several elements of the Air Wing got underway on NIMITZ to complete Flight Deck Certification. In mid June the Strike Group again got underway for a two month period which included critical training as well as participation in RIMPAC 2012. After leaving San Diego, NIMITZ and CVW-11 conducted a Carrier Qualification period in the Southern California OPAREA and then headed west to the Hawaii OPAREA. Prior to the start of RIMPAC and throughout RIMPAC the crew of

NIMITZ and the CVW-11 squadrons conducted TSTA and FEP. Completing high tempo flight operations in addition to the many drills associated with TSTA and FEP was a challenging proposition, but it helped forge a strong working relationship between the Air Wing and the ship. Upon arriving in the Hawaii OPAREA, the Air Wing conducted Close Air Support training to Pohakuloa Training Area on the island of Hawaii, integrated air defense training with PRINCETON and integrated sea control training focused on building proficiency in the maritime environment.

In early July, NIMITZ pulled into Pearl Harbor, HI. During the three day port visit, CVW-11 aircrew attended RIMPAC 2012 pre-sail events focused on establishing operational plans and safety controls for the exercise. The RIMPAC 2012 exercise included 25,000 service members from 22 countries, 42 surface ships, 6 submarines and over 200 aircraft. During the exercise CVW-11 aircraft conducted large force strikes, participated in several combined and joint air defense events, flew sorties in support of Anti-Submarine Warfare operations and also participated in combat search and rescue exercises. One of the highlights of RIMPAC 2012 was CVW-11's participation in the Navy's "Great Green Fleet" demonstration in which CSG-11 ships and aircraft operated using alternative fuels. This was the first major milestone in the Secretary of the Navy's goal of deploying a "Green Fleet" by 2016. The Secretary of the Navy, Ray Mabus, and the Chief of Naval Operations, Admiral Greenert, were onboard NIMITZ to witness the air power demonstration performed by CVW-11 aircraft. During the demonstration CVW-11 aircraft were powered by a biofuel blend consisting of a 50-50 mixture of biofuel made from used cooking oil and algae (HRJ-5) mixed with a petroleum-based aviation fuel (JP-5). Because the biofuel required no material changes to the aircraft and is a "drop in" fuel, this event demonstrated the ability of the aviation fleet to make the transition to sustainable fuels that will allow help achieve the SECNAV's long term goal of energy independence.

Upon returning from RIMPAC, the CVW-11 squadrons had only three days at their home stations in order to make preparations for Air Wing Fallon (AWF). During the AWF detachment the aviators and intelligence staff of CVW-11 completed the Naval Strike Air Warfare Center's (NSAWC) Air Wing syllabus. The robust and comprehensive syllabus provided CVW-11 realistic, challenging and professional strike warfare training intended on preparing the Air Wing for combat. The attachment also served as an opportunity for the squadrons to groom their mission systems in preparation for the remainder of the FRTP and deployment. During the detachment, the Large Force Exercises (LFE) provided a venue for Strike Lead syllabus progression for a number of prospective Strike Leads.

Following completion of Air Wing Fallon, CVW-11 staff joined CCSG-11 staff for a Fleet Synthetic Training (FST) exercise in Everett, WA. The exercise, run by Tactical Training Group Pacific (TTGP) out of Naval Base Point Loma challenged the Strike Group Staff and Warfare Commanders by making them exercise their planning and decision making processes. Not only did TTGP put forth a robust synthetically generated maritime picture, but there were also several units tied into the scenario through aircraft simulators and ship's on-board-trainer systems to include an E-2C from YAW-117, an MH-60R from HSM-75 and Air Force representation in the form of AWACS and JSTARS simulators.

In early October, NIMITZ and CVW-11 went underway to complete a newly designed final FRTP event. This concept known as "Clear Slate" Combined Group Sail, COMPTUEX, IAC 2 and JTFEX into a single underway period conducted in the Southern SOCAL OPAREA. The underway was characterized by a rapid OPTEMPO and a robust OPFOR presentation which included two submarines, four surface combatants, several small boat threats and various aviation assets. CVW-11 assets flew upwards of 100 sorties a day, supporting all warfare areas. Events of note included long range strikes to China Lake,

Fallon and Yuma, War at Sea (WASEX) missions, multi-threat Anti-Submarine missions and ADEX events. During COMPTUEX the NIMITZ Strike Group worked together to successfully meet Combat Operations Efficiency standards, achieve Blue Water Certification and earn Major Combat Operations Ready standards.

3. Chronology and Narrative

Chronology should include dates of movements; local operations and training; exercises and operations (define acronyms and purpose of exercise or operation); installation of new weapons system or changes; major physical changes to facilities, ship or aircraft, Class A or B mishaps; port visits; unit awards received, reserve augmentation; and other significant operational or administrative events.

The short narrative should amplify chronology entries (such as objectives and results of exercise/operations; commander's evaluation of exercise/operations, etc). Entries may refer to an enclosure of this report without additional description if the enclosure sufficiently reports the incident/event. For all other entries, give the date or period in YYYY-MM-DD format and provide a brief narrative. All significant events during the reporting period are to be included.

(a) January

(1) Advanced Readiness Program completion at Naval Air Station Fallon, NV; Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-01-01 to 2012-01-31

(b) February

(1) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Miramar, CA 2012-02-01 to 2012-02-29.

(c) March

(1) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-03-01 to 2012-03-31.

(d) April

(1) RIMPAC final planning conference, Joint Base Pearl Harbor Hickham, HI.

(2) Local training Naval Air Station Lemoore, California; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-04-01 to 2012-04-31.

(e) May

(1) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-05-01 to 2012-05-31.

(2) Underway on NIMITZ for flight deck certification in SOCAL OPAREA 2012-05-12 to 2012-05-16.

(f) June

(1) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-06-01 to 2012-06-12.

(2) Underway TSTA-FEP 2010-06-12 to 2012-06-30.

(g) July

(1) Underway NIMITZ for TSTA-FEP 2012-07-01 to 2012-07-06

(2) In port Pearl Harbor, HI 2012-07-06 to 2012-07-10.

(3) Underway for RIMPAC 2012-07-10 to 2012-07-31.

(h) August

(1) Underway NIMITZ for RIMPAC 2012-08-01 to 2012-08-03.

(2) In port Pearl Harbor, HI 2012-08-03 to 2012-08-05.

(3) Underway for return transit from HI OPAREA 2012-08-05 to 2012-08-10

(4) Air Wing Fallon Detachment 2012-9-1 to 2012-9-28.

(i) September

(1) Air Wing Fallon Detachment 2012-9-1 to 2012-9-28.

(2) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-09-29 to 2012-09-30.

(j) October

(1) Fleet Synthetic Trainer completed onboard NIMITZ in Everett, WA 2012-10-01 to 2012-10-05.

(2) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-10-01 to 2012-10-11

(3) Underway NIMITZ for COMPTUEX-JTFEX 2012-10-12 to 2012-10-31

(k) November

(1) Underway aboard USS NIMITZ for COMPTUEX-JTFEX 2012-11-1 to 2012-11-12.

(2) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-11-13 to 2012-11-30

(3) CVW-11 Change of Command conducted at Naval Air Station Lemoore, CA. CAPT Kevin Mannix relieved CAPT Gregory Harris as Commander, Carrier Air Wing ELEVEN and CAPT Robert Osterlind took over as Deputy Commander, Carrier Air Wing ELEVEN on 2012-11-27.

(l) December

(1) Local training Naval Air Station Lemoore, CA; Naval Air Station North Island, CA; Naval Air Station Whidbey Island, WA; Naval Air Station Point Mugu, CA; Marine Corps Air Station Miramar, CA 2012-12-13 to 2012-12-31

4. Photographs

List below official photographs and any other command-generated media being submitted in either electronic or paper format. Photographs to be submitted include: official photo of commanding officer; recent photo of ship, aircraft, or facility; and photos of historic events associated with the command. Photographs submitted electronically should be in JPG, TIFF or GIF format. It is unnecessary to convert non-electronic documents to electronic format. Photographs in electronic format are to be submitted via e-mail or on CD-ROM as explained below. Enclosures that do not exist in electronic format should be listed below and submitted in the same manner as the CD-ROM. Also include any photographs covering operational strikes, battle damage (especially that sustained by own ship, aircraft, facilities or equipment), or other relevant photos relating to combat or deployment operations.

1. Commander Photograph
2. Commander Biography
3. Deputy Commander Photograph
4. Deputy Commander Biography
5. Command Master Chief Photograph
6. Command Master Chief Biography

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